BREAK HEADQUARTERS JAIL.

MATE KNOCK DOORMAN DOWN.

nepector McLaughlin Puts Policeman on Trail of Brother Who Escaped-Other Prisoner Caught Soon-First Time Happened Since 1870

For the first time since 1870, when Jack Shepard picked the lock of his cell and escaped, two prisoners early yesterday morning broke out of Police Headquarters One of them was caught half a block away from the building, but the other, whose brother is on Inspector McLaughlin's staff and attached to the Detective Bureau made good his getaway and still is at large

A general alarm was sent out for the espaped prisoner. When Commissioner Bingham got down to Headquarters later in the day and was told about the jail delivery he issued instructions to Inspector McLaughlin to have one dectetive specially detailed to run down the fugitive.

The man assigned to the job was Detective William A. Miller, who went out to hunt for his own brother, Robert Miller also known as Robert Lewis. The escaped prisoner had been locked up at Police Headquarters since January 15 awaiting extradition to Richmond, Va., where he and several others were wanted for the theft of trunks containing thousands of dollars worth of property.

To get from the cell room to Mott street requires no little familiarity with the Headquarters building. The prisoners had to go through four doors, a long corridor a short passageway and a narrow hallway before reaching the door leading to the street. A person who hadn't had the devious way explained to him hardly would be able to get out of the building except by going up a flight of stairs leading to the main corridor, where several policemen are always on guard.

The two prisoners, Miller and Harry Allen, or Vance, made their break about 6:30 o'clock in the morning as Doorman Henry Burden, who has been stationed at Headquarters for twenty years, was about to serve them with breakfast. The two were in one cell and, according to Burden, he had no sooner opened the door to put the tray in than the prisoners sprang at him. There are apertures in the Headquarters cells through which the prisoners' meals should be passed, and the doorman is not supposed to open the doors while the cells are oc-

Burden is short and stout. Miller and Allen, who are thirty years younger than the doorman and much stronger, pushed him over and fled through the cell room door, which Burden had neglected to lock behind him. They ran through the doors and passageways leading to Mott street as if they had gone that same way a hundred

times and a minute later were on the street.

As soon as Burden, who is 80 years old, regained his feet he put after the pair, who were going through Mott street in opposite directions. Allen made for Bleecker street. Miller, without any one following him, ran to Houston street. That was the last seen

There are fourteen cells in Headquarters. nere are fourteen cells in headquarters, and yesterday morning the records of the Detective Bureau showed that fifteen prisoners were locked up. Although this necessitated that two prisoners be doubled, it was said that it is contrary to all police rules to put prisoners who know each other in the one cell.

Burden reported sick shortly after the prisoners got away, and Inspector Mc-Laughlin wasn't very familiar with all the Laughlin wasn't very familiar with all the circumstances attending the escape. As far as he could learn, he said, Allen was crouched near the wall of the cell where Burden could not see him, and thinking that he was probably lying on the cot he opened the cell door without suspecting

Inspector McLaughlin said Burden cried for help, but his cries weren't heard. The doorman paused on the sidewalk for a second and gazed at the fleeing prisoners.

It may be, Commissioner Bingham be-lieves, that Burden went after Allen because the latter was more aggressive in his attack on him, but Inspector McLaugh-lin said that Burden thought Allen was lin said that Burden thought Allen was wanted more. After making up his mind to get Allen, the little doorman ran for all he was worth. At Bleecker street a fight started, but Burden managed to drag the prisoner back and throw him into a cell. All this time not one of the many policemen and detectives who were in the vicinity heard any commotion. The sergeant who had the desk in the Detective Bureau knew nothing of the jail delivery until Burden got back to the office and blurted out that Miller had taken leave.

Never before, in the twenty years that Burden has been doorman at Police Headquarters, has a prisoner got way from

quarters, has a prisoner got way from him, and he has handled 75,000 of them in

Miller and Allen and Edith Allen, 22 years old, were arrested on January 15, along with two other persons, in a house at 348 East Seventeenth street. Detective Sergeants Reap, McMullen and Manning of Inspector McLaughlin's staff, who were on a case of the thefts of many trunks from the religious account New York the railroad depots around New York, found thirty or more trunks and thousands of dollars worth of stuff taken from trunks

of dollars worth of stuff taken from trunks in the house. With the exception of one man and one woman discharged for lack of evidence, all were held in the Jefferson Market court to await the arrival of officers from Richmond, Va., where some of the trunks stolen came from.

Detectives from Richmond arrived here ten days ago to take the prisoners back, but they resisted extradition. The case is still pending in court. Inspector Mc-Laughlin, thinking the case might linger in the courts for several months, asked Commissioner Bingham to appoint the warden of the Tombs prison a special policeman, of the Tombs prison a special policeman, so he could legally detain the prisoners downtown, but Corporation Counsel Ellis gave an opinion that the warden, being a city officer, could not be a special police-

man at the same time.

There are no cells for women in the Mulberry street building, so Edith Allen has been imprisoned in the Elizabeth street

AMBROSE K. ELY'S BEQUESTS.

Churches and Church and Charitable Societies Remembered.

The will of Ambrose K. Ely, millionaire leather dealer of New York and brother of the former Mayor of New York, Smith Ely, was admitted to probate yesterday at the Essex county court house, Newark. Mr. Ely died in New York on February 6. The will gives to Julia Ely Griffen and Alice Ely Chambers, nieces, and to Ambrose Ely Vanderpool, a nephaw, each the income

The will bequeaths \$10,000 each to the American Sunday School Union of New York, the New York Association for the Improvement of the Condition of the Poor, the City Mission and Tract Society, the American Tract Society, the Mount Olivet Memorial Church Sunday school, the Seventh Presbyterian Church of New York, the Presbyterian Church of Henover and the Presbyterian Church of Hanover and

the Presbyterian Church of Hanover and the Baptist Church of Livingston. The residuary estate, which amounts to several millions of dollars, it is believed, goes to Smith Ely, William H. Ely and Edwin Ely, brothers of the testator, and Maria V. Ely, a sister.

daximum Raliway Fare in Wisconsin Fixed at 2 1-2 Cents.

Madison, Wis., Feb. 18.-The State Railway Commission handed down a decision to-day on the two cent railway fare question, ordering that the railways in the State establish a flat two and a half cent passenger fare. The commission also recommended that family mileage books of 500 miles be issued for \$10.

To St. Paul and Minneapolis

is a journey which gives satisfaction in every way and leaves only the pleasantest recollection.

Leaves Wells Street Station, Chicago, daily at 6.30 p. m., via **The North-Western Line.**Electric lighted buffet smoking and library car, private compartment and drawing-room sleeping cars and dining car.

The table d'hote dinner, leaving Chicago, is one of the finest ever served in a dining car

The Best of Everything



There are three other daily trains to St. Paul and Minneapolis via The North-Western Line, Leaving Wells Street Station at 9 a. m., 10 p. m. and 3 a. m. All agents sell tickets via this line. Full information from H. C. Cheyney, Gen. Agt., C. & N.-W. Ry.,461 Broadway.

SUBWAY WANTS CITY TO PAY About \$5,000,000 for Cost of Changes From Original Specifications.

President E. P. Bryan of the Interborough company has written to the Rapid Transit Commission an intimation that his company will shortly send in a demand for payment for the "extra" work done in the construction of the present subway. While the tunnel was building, and since its com-

construction of the present subway. While the tunnel was building, and since its completion also, the commission has ordered additions to the original plans and certain modifications. Mr. Bryan does not state what will be the cost of the extras, but Chief Engineer Rice of the Rapid Transit Commission said yesterday that he thought it would amount to about \$5,000,000.

The largest item in the bill will be for the building of the conduits for electrical wires. It was decided by the commission to construct these galleries after the original contract had been given to John B. McDonald. The Subway Construction Company put in the galleries on the understanding that the city should pay for them, and this arrangement was agreed to by the commission. But when Comptroller Grout came into office he refused to pay for the galleries on the ground that they were to be mostly used for the company's wires and that therefore the conduits should be classed as equipment, for which, under the terms of the contract, the company would have to pay. The dispute was carried to the courts and the Appellate Division recently decided against the city. Mr. Bryan has informed the commission that among other "extras" his company will ask to be paid for will be the laying of about six miles of additional tracks, which were not in the original specifications, but were "authorized" by the board; the lengthening of the express station platforms to permit the operation of eight car trains; the building of several retaining walls under tall buildings and hotels, "and," Mr. Bryan adds, "a very large number of minor changes in plans, no one of them in itself amounting to a large sum, but together aggregating a considerable amount." At the next meeting of the commission Chief Engineer Rice will be directed to make a report to the board upon these claims.

a report to the board upon these claims.

MANICURE FOR PACKING HOUSE. Each Girl Must Have Her Hands and Nails

Put in Order Dally. KANSAS CITY, Feb. 18 .- One of the packng houses here hired a woman manicure to keep clean the hands of the seventyfive girls who pack chipped beef, ox tongue and other delicacies into tin boxes. The manicure has a neat and inviting room, one offering the best of light, and her hours are from 8 until 5, with an hour for

Her table and accessories are placed upon a raised platform and here her patrons come to her. The foreman of the room come to her. The foreman of the room excuses one girl at a time and she goes to the platform and sits down while the manicure works upon her hands, keeping the nails trimmed and every part of the hand scrupulously clean. Each one of the seventy-five girls must have her hands manicured once each day.

A manager of the packing company said that the manicure was employed so that no sanitary measure might be lacking in the packing of table delicacles and for the reassurance of the public.

Church Sells Out to a Church.

Announcement was made last night that the First Reformed Presbyterian Church congregation had sold its home at 123 West Twelfth street to the Seventh Avenue United Presbyterian Church on Seventh avenue between Twelfth and Thirteenth streets. The property of the latter church was recently sold t the Adams Express Company. Hereafter the congregation of the First Reformed Church will worship with that of the Scotch Presbyterian Church at Ninety-sixth street and Central Park West. The First Reformed Church built its house of worship in Twelfth street in

A 42 Pound Wildcat Shot in Dunderberg

Mountain. TOMKINS COVE, N. Y., Feb. 18 .- A wildcat measuring thirty-six inches from nose to end of tail and weighing forty-two pounds was shot here yesterday on Dunder-berg Mountain, close to the Hudson River. Its head was about six inches in diameter and its tail about four inches long.

AMONG THE AUTOMOBILISTS.

ALFRED REEVES SUGGESTS A SALE WEEK FOR THIS CITY,

dea Broached at Dinner of Local Tradesmen-To Precede Touring Season -Walter Christle Entered for Grand Prix-Exhibition Opens at Worcester.

Alfred Reeves general manager of the merican Motor Car Manufacturers' Association, made a valuable suggestion at the dinner which the New York Automobile Trade Association gave to all of the local tradesmen last Friday night at Healy's, when he recommended an "automobile sale week" in this city. His idea is to have all of the dealers unite on some week during the month of March or April, when prospective buyers in New York city and vicinity would know that all of the salesrooms would make special arrangements for the display of the latest models and extra arrangements for demonstrating. All of the automobile and accessory salesrooms would be decorated and every firm would make special efforts to have all of the different models shown. The Trade association would do some poster and newspaper advertising along with the dealers, heralding the approach of New York's "automobile sale week" and calling attention to the fact that the touring season was ap-

It would be a sort of local show, put on at a time when the retail selling season is at its height, and as the local automobile row contains almost all of the prominent machines, both American and imported, buyers rould have no trouble in seeing all the machines they were interested in during the course of a day's shopping. Carl Page, vice-president of the Trade association, acted as toastmaster at the dinner. Percy Owen, the organization's president, being absent on a European trip. Frank Eveland, Peter Fogarty, A. Andrade, Jr., and C. R. Mabley, former president of the association,

Walter Christie of this city yesterday veri-Walter Christie of this city yesterday verified the report that he had entered his new direct drive 100 horse-power Christie racer in the Grand Prix of the Automobile Club of France. Mr. Christie made his entry through the Automobile Club of America, the club's foreign delegate, W. S. Hogan, making the entry in Paris. Mr. Christie has named himself as driver and Louis Strang, who acted as his mechanic in the last two Vanderbilt Cup contests, as his substitute. His car will be very light for its horse-power, scaling at 1,700 pounds, and should give a good account of itself, barring accidents.

WORCESTER, Mass., Feb. 18.—The first annual Worcester automobile show and military carnival, which is the first of the season for New England, opened this afternoon for the remaidenr of the week at the State Armory with decorations far more brilliant than the public had been led to ex-pect and the list of exhibitors much longer than the management and the promoters had hoped.

brilliant than the public had been led to expect and the list of exhibitors much longer than the management and the promoters had hoped.

At the opening hour all but four exhibits were in place and it was the most complete exhibition of any kind ever seen in Worcester. The drill shed was crowded all afternoon and evening and the attendance augurs well for the patronage the rest of the week.

Once inside the drill shed a beautiful sight greets the visitor. It is like stepping from a New England winter into a summer of the South. The girders and ceiling are profusely decorated with streamers and bunting of red, white and blue. The exhibition spaces are covered with a green figured carpet and the walls with a crimson burlap decorated with a white frieze covered with red poinsetias, a crimson Cailfornia flower. The spaces are separated by tall Southern palms. In the 100 or more cars on exhibition is numbered every make of car that American manufacturers turn out for pleasure purposes. Touring cars predominate, but in the minority are numbered practically all the styles of automobiles now being built in this country. The exhibition comprises about \$250,000 worth of cars and accessories. Frederick M. Prescott of Boston, the manager, has worked hard to make the show a success and so well has he succeeded that the Worcester dealers have already decided to make the show an annual affair.

The four exhibits which could not be put on exhibition in time for to-day's opening, it was learned to-night, had figured in a railroad wreck between here and Boston, which caused an irritating delay of a day. There are numerous Boston exhibitors, while every Worcester dealer is represented.

There was a time when all automobile buyers were rich, nor has that time passed if the funny men and the farmers are to be believed, but to motor car dealers the fallacy of this assertion is becoming more apparent

PENNSYLVANIA RAILROAD

THE BOON OF THE DINING CAR.

The time-honored stop on the railroad time-tables, of "20 minutes for meals," has disappeared, and the railroad sandwich at which so much fun has been poked is the makeshift meal of the hasty traveler who sacrifices good digestion to the gain of a few minutes time.

The dining car these days is an indispensable part of the equipment of every first-class long distance train. On the Pennsylvania Railroad System, east of Pittsburgh, there are forty-three of them. and over four hundred men are employed in the collection, preparation and service of the sixty thousand meals served monthly. The best cooks are employed, the best materials are used, and the napery and service equals the standard set by the best hotels and cafes. Some meals are served a la carte, others table d'hote, but the a la carte service at present is in the ascendant. Under either method the price

The dining car serves two purposes. It affords refreshment and food of the highest class and it shortens' the trip chronologically by the elimination of the meal stops and physically by the time passed in the delights of the table. Three-quarters of an hour for breakfast, an hour each for luncheon and dinner are red-letter periods in the

The Pennsylvania Railroad issues a folder showing the trains to which dining cars are attached, the time at which meals are served and the style of service.

The dining car is a great boon to the traveler of to-day.

THE



AND



The A. L. Kull Automobile Co. GUARANTEES all 1907 DRAGON and WAYNE Cars free of REPAIRS until 1908, except in those cases where Repairs are necessary due to collision or accident.

This means that our Repair Station, No. 62 West 43rd Street, is at your disposal FREE OF CHARGE for all repairs, replacements, adjustments, overhauls due to natural wear and tear. mechanical or structural defects or weaknesses.

DRAGON, Model L. M., 4 cylinders, 24-26 H. P., sliding gears, Shaft Drive, \$2,000.

WAYNE, Model N., 4 cylinders, 35 H. P., selective type transmission, Shaft Drive, \$2,500.

Demonstration cars here. Buy early and get the long GUARANTEE.

A. L. KULL AUTOMOBILE CO.,

Removed to 1677 Broadway, near 52d St.

every year. The growing simplicity of automobiles and the great number of different makes of cars that can be purchased and maintained by those whose incomes do not warrant their exploitation by the society editors have had much to do with this increased demand. The consequence is that tradesmen along Automobile row are gaining more and more experience with shoppers who make the rounds of all the salesrooms baving cars within their financial limits.

It has long been maintained by many students of the subject that the great number and variety of authorities exercising control over highways is detrimental to efficiency, and that the example of France, in placing the main roads under one central board, ought to be followed, says a local government officer in the Car of London. In further summarizing the evidence given before the Royal Commission on Motor Cars we have given our readers an opportunity of ascertaining what the French system really is. It will be seen that the highways are divided into three classes: (1) Those which are entirely constructed and maintained by the State, and which may be described as trunk roads: (2) Those which are partly maintained by the State and partly by local taxation, and maintained by local taxation. Motor traffic is chiefly concerned with the first class of roads, and the cost of construction and maintained works out at £51 per mile. tenance works out at £51 per mile.

William R. Ditworth has an automobile which, he asserts, is the veteran motor vehicle in the Nevada mining district at Goldfield. It has been in daily service since April 5 last year and has travelled 15,620 miles since then.

Motor troubles that are hard to locate sometimes bother the repairman as much as the operator of limited experience. A case in point occurred recently in a six cylinder machine, the product of a well known factory, and the trouble was only revealed after the motor was taken down. Barring the usual stifiness of a new car, its performance at first was in all respects satisfactory, but after a service of about six weeks it was noticed that there seemed to be a loss of power, especially on heavy roads and grades. The trouble could not be traced to any particular part of the motor, even upon careful examination, and it was finally decided to return the car to the factory. The enginewas, however, dissected in order to give it a thorough overhauling before the journey, which was overroads that were not of the best; and then the source of the trouble was apparent. The cam shaft upon examination was found bent, caused either by driving it in when the engine was originally assembled or possibly it was due to a soft spot in the shaft which might have given slightly owing to the sticking of a valve stem. The trouble disappeared with

Many drivers are too impatient when hanging from high to lower speeds, and do not allow the fixed gears to slow down sufficiently before moving the change speed lever from one notch to another. The correct practice is to declutch and wait for a few seconds before putting the gears in mesh. This allows the stationary gears to slide in without clatter and without chipping the teeth. In changing from a low gear to a higher one it is not necessary to wait; rather it is better to make the change quickly, as both trains are moving. In some cars it facilitates changing to a lower gear to let in the clutch gently at the same moment the change speed lever is manipulated.

It is certainly strange how many automobilists there are who fail to discern the relation of cause to effect when hunting for trouble on their cars, remarks a veteran motorist. As a typical instance of this there may be cited the case of one, who states his trouble as follows: "I have a car of well known make which is subject at times to the most mystifying irregularity in the operation of the engine. When the bonnet is down and the car is running along the road every once in a while one of the cylinders will miss an explosion, just frequently enough so that it can be detected. With the bonnet up there is absolutely nothing wrong, and the engine runs perfectly, but the moment the bonnet is put down the missed explosion occurs occasionally. I have tested the carbureter and the ignition circuits, but am totally unable to ascertain the trouble. Could anything possibly be plainer? Here is a motorist who has run a car a sufficient length of time to be able to immediately detect anything wrong with it and who has learned his alphabet where looking for the trouble is concerned. Probably he has learned it by rote and all too well. Though his engine has been subject to the ill referred to for quite some time and frequent efforts have been made to locate the cause of it, helseems to have followed the dictates of everything but common sense. He tried everything but common sense. He tried everything hut common sense and the fact that his engine ran perfectly when it was up, but immediately missed the moment it was put down that it is location had any bearing on the trouble.

The case is similar in many respects to the care to the care of the hunter of the large of the large of the care of the large of the l again, apparently never suggested to him that its location had any bearing on the trouble.

The case is similar in many respects to that of the buyer of a launch who was so thoroughly convinced that its engine was "hoodcoed" because it ran when he stood near it and shut down the moment he went away that he was willing to wager \$50 that no factory expert could make it run. The stake was forfeited in less than ten minutes, an examination disclosing the fact that the ignition wiring had been tacked to one of the loose bottom boards of the boat and when some one had stepped on the forward end of this it had raised and broken the wire. As the board was held laterally by chocks, whenever a weight was applied to the after end of it the two ends of the wire came together and the engine ran. The average automobilist pins his faith far too implicitly to set rules and does not use his head. Instead of resorting to the principle of trying extraordinary means when ordinary remedies fail, he usually persists in repeating the ordinary remedies until he either becomes weary or gives up the search in despair.

What is even more peculiar about the instance first mentioned is the fact that when the statement already given was placed before a so-called expert with a request for assistance in solving the problem, he said: "Look at the contact breaker. The engine will sometimes run perfectly when not under load and begin to miss when the load is applied, owing to the greater vibration affecting the contact breaker." All of which is very true, but which it is easy to see had no bear-

In the highest class, there are but three cars they are imported. One is ponderous and simple in construction. One is intricate very-and lighter. The third

The Züst

combines extreme simplicity with staunchnot ponderous-construction. The Züst will carry you sixty miles an hour, hour after hour, without the services of an expert machinist to drive it. If you have the courage, we have the car to demonstrate this to you.

Daul de La Chesnage, Exclusive Representative FOR THE ZÜST AUTOMOBILE CO., OF MILAN, ITALY, 320-322 FIFTH AVENUE : : : : NEW YORK R. BERTELLI & CO., IMPORTERS.

Several | 906 Rainier Cars AT ATTRACTIVE PRICES.

The immediate success and the magnificent showing of the 1907 Rainier has induced many owners of '08 Rainiers to trade in their cars for the '07 model. These are now offered for sale by us at very low prices, after having been overhauled and refinished, and carrying guarantees ranging from 6 to 8 months. They include but one 38-H.P. Touring Car, two 20-H.P. Touring Cars and one 30-H.P. Landaulet.

Remember that a good second-hand car is a better investment than a cheap new car. Look them over and try them.

THE RAINIER CO.,

Broadway and 30th St.

Autos: Buy Now; Spring Soon!

Prices will JUMP coming spring, owing to the extraordinary demand all winter naturally bringing about scarcity of desirable Cars. ACT ACCORDINGLY.

Largest Stock, Biggest Plant Anywhore.

Finest force of experts in New York.

DEMONSTRATIONS CHEERFULLY GIVEN intending purchasers. DEMONSTRATIONS CHEERFULLY GIVEN intending purchasers.

Continuance of Sacrifice Sale for Another Week. Maxwells, Cadillacs, Plercea Packarda, Peerless, Royal Tourists, Panhards, Locomobiles, Nationals, Mercedes, Charron-Girardot-Voight, Haynes, Renaults, Decauvilles, Thomas, Sainiers, in Limousines, Landaulettee and Runabouts.

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Just the thing for city use. Renault Lan-daulet, Kellner body, 9-12 Horse Power, De Dion engine. In per-fect order.

Price, \$1,200. Address I. D. K., 81 Fulton Street,

Automobile Owners' Supply Depot Where supplies are retailed at wholesale prices. A visit will coavince all and save you HUNDREDS of DOLLARS on your purchases.

1655 Broadway, between 51st and 52d Sts.

Times Square Automobile Co. Largest Automobile Dealers in the World. Automobiles Bought, Sold and Exchanged. 215 W. 48th (near B'way). 'Phone 3432 Bryant.

Auto Wanted; Spot Cash Paid. BROADWAY AUTOMOBILE EXCHANGE, 247-249 West 47th St. (Telephone 3007 Bryant.

ing on the case in this instance, as otherwise the position of the bonnet would not have affected the running of the motor. Merely closing the bonnet was not putting a load on the motor. As a matter of fact it was coming in contact with some part of the ignition system and causing an occasional short circuit which in turn caused the miss. If the man who tries to puzzle out the cause of a miss will resort more to headwork and taboo aimless tinkering once the usual remedies have failed, he is far more apt to arrived at a successful conclusion without the necessity of calling in outside help than where he goes it alone in his happy go lucky fashion.

FRANKLIN

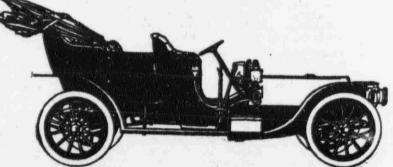
A Franklin cannot freeze. A Franklin cannot overheat. Both for the same reason. And it means a hundred other advantages. Come and let us show them to you.

Shaft-drive Runabout. - + \$1800 4-Cylinder Light Touring Car. - \$1850 4-Cylinder Touring Car. - \$2800

Prices in standard colors and equipment, f. c. b. Syracuse. Special upholstery, equipment and colors, extra.

6-Cylinder Touring Car. . \$4000

Wyckoff, Church & Partridge, Broadway and 56th Street.



Type H Touring Car, 127-inch wheel base, \$4000